

J. F. TAYLOR,
Sole Agent.
Lighters and Steam Launches
Supplied.
HONGKONG, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1963. 日二十月九年七十二緒光 WEDNESDAY, OCTOBER 23, 1901.

三拜禮 號三十月十英港

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 4,000,000
CAPITAL PAID-UP 1,000,000
CAPITAL UNPAID 3,000,000
RESERVE FUND 8,510,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKYO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
HONKOW. SHANGHAI.
TIENTSIN. NEWCHANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 1 per cent.
On Fixed Deposits for 12 months at 5 per cent.
On Fixed Deposits for 18 months at 6 per cent.
On Fixed Deposits for 24 months at 7 per cent.

TARO HOSUMI,
Manager.
Hongkong, 2nd October, 1901. [11]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE
HOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months at 4 per cent.
On Fixed Deposits for 18 months at 5 per cent.
On Fixed Deposits for 24 months at 6 per cent.

T. H. WHITEHEAD,
Manager.
Hongkong, 9th July, 1901. [13]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1895.

Shanghai Tientsin.
SUSCRIBED CAPITAL 1,000,000
PAID-UP CAPITAL 1,000,000

Head Office:—SHANGHAI.

Branches and Agencies:
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
HANKOW. TIENTSIN.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 per cent. per annum Fixed Deposits for 6 months
4 per cent. per annum Fixed Deposits for 12 months
5 per cent. per annum Fixed Deposits for 18 months
6 per cent. per annum Fixed Deposits for 24 months

E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901. [14]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$3,750,000
Silver Reserve \$3,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
A. Haupt, Esq.

D. M. Moses, Esq. N. A. Siebs, Esq.
A. J. Raymond, Esq. H. W. Slade, Esq.
R. L. Richardson, Esq. H. E. Tomkins, Esq.
H. Schubart, Esq. Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong, Sir THOMAS JACKSON.

Shanghai, H. M. DEVIS, Esq.

LONDON BANKERS:—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG:—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
T. JACKSON,
Chief Manager.

Hongkong, 17th August, 1901. [15]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by
the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON, Chief Manager.

Hongkong, 4th October, 1900. [16]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital 1,000,000
Paid-up Capital 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:
Chau Kit Shan, Esq. C. Ewens, Esq.
Chow Tung Shing, Esq. J. T. Laus, Esq.

CHIEF MANAGER:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 20th December, 1899. [18]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE:—SHANGHAI.
BOARD OF DIRECTORS:—BERLIN.

BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
E. F. GROS,
Acting Manager.

Hongkong, 29th August, 1901. [19]

Intimations.

BEEF TEA versus BOVRIL.

BEEF TEA.

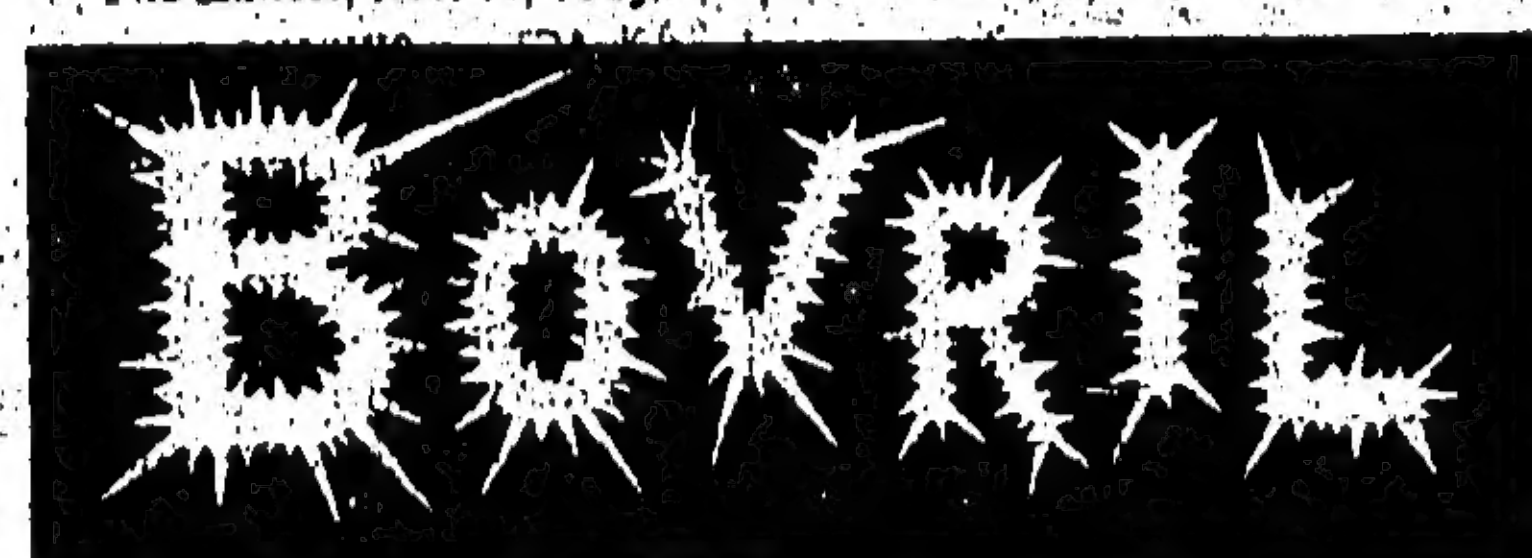
"Were it possible to furnish the market
at a reasonable price, with a preparation of
meat combining in itself the albuminous
together with the extractive principles, such
a preparation would have to be preferred
to *extractum carnis*, for it would contain all
the nutritive constituents of meat. I have
before stated that in preparing the Extract
of Meat the albuminous principles remain
in the residue; they are most nutritive; and
this is certainly a great disadvantage."

BARON LIEBIG.

Discoverer of Liebig's Extract, in
The Lancet, Nov. 11, 1895.

BOVRIL.

"Was invented to realise Baron von Liebig's
desire for a meat food that would contain
not only the stimulating properties of flesh
—as all Meat Extracts and Beef Teas do—
but also the nourishing properties of flesh,
which Meat Extracts and Beef Teas do not.
This has been accomplished by first taking
the extractive principles by the Liebig process
(which is akin to home-made beef tea)
and then adding albumen and fibrine, pro-
cured from the flesh of other oxen roasted
and finely ground to powder; the combina-
tion is Bovril."



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT: THOMAS SKINNER.
SUPERINTENDENT: ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & CO.)

HEAD OFFICE:—33, SARAKOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo,
Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu,
Karatani, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Tsushima, etc.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway
Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano and Ida Coal Mines.
SOLE AGENTS for Fukuro, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura,
Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunkibara and other Coal Mines.

N. INUZUKA, Manager.
Hongkong, 1st August, 1901. [153c]

BASS'

LIGHT GRAVITY ALE,

IN EXCELLENT CONDITION.

PER DOZEN PINTS \$2.25.

GUINNESS' STOUT.

BOAR'S HEAD BRAND.

PER CASK OF 8 DOZEN PINTS \$22.

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 9th October, 1901. [1952c]

STONE

GINGER

BEER.

BREWED BY THE AQUARIUS CO.,
SHANGHAI.

To be obtained from
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road.

Hongkong, 17th October, 1901. [15]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON &c	Bengal	A. L. Valentini	Noon, 26th Oct.	Freight or Passage
SHANGHAI	Parranalla	R. T. Cook, R.N.R.	About 26th Oct.	Freight or Passage
SHANGHAI	Maragon	G. W. Cockman, R.N.R.	About 30th Oct.	Freight only.
LONDON	Ceylon	W. Hayward, R.N.R.	Noon, 2nd Nov.	Freight or Passage
YOKOHAMA	Bornet	D. C. Gregor, R.N.R.	About 3rd Nov.	Freight or Passage

(See Special Advertisement.)

Via SHANGHAI and KOBE. (Passing through the Inland Sea).

PASSENGER SEASON 1902.

FOR MARSEILLES, PLYMOUTH AND LONDON.

DIRECT WITHOUT TRANSITMENT.

S.S. "ORIENTAL" 5,284 Tons 29th March.

S.S. "MALTA" 6,064 Tons 12th April.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 21st October, 1901. [15]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS.

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

SACHSEN THURSDAY, 31st October.

KIAUTSCHOU, Hamburg-Amerika Linie WEDNESDAY, 13th November.

BAVERN WEDNESDAY, 27th November.

STUTTGART WEDNESDAY, 11th December.

KONIG ALBERT WEDNESDAY, 25th December.

PRINZESS IRENE WEDNESDAY, 8th January, 1902.

PRINZ HEINRICH WEDNESDAY, 22nd January, 1902.

PREUSSEN WEDNESDAY, 5th February, 1902.

HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 19th February, 1902.

SACHSEN WEDNESDAY, 5th March, 1902.

ON THURSDAY, the 31st day of October, 1901, at NOON, the Steamship "SACHSEN"

of the NORDDEUTSCHER LLOYD, Captain W. Franke, with MAILED PASSEN-

GERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping orders will be granted till NOON, on TUESDAY, the 29th instant, Cargo and

Specie will be received on Board until 5 P.M., on WEDNESDAY, the 30th instant, and Parcels

will be received at the Agency's Office until NOON, on WEDNESDAY, the 30th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 16th October, 1901. [22]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [16]

W. H. POTTS & Co.,

3, QUEEN'S BUILDINGS.

WINE, SPIRIT AND CIGAR

MERCHANTS.

DIRECT IMPORTERS:

ALHAMBRA CIGAR,

"KIRIN" BEER,

HARVEY'S OLD VINTAGES

Intimations.

FOOTBALL SEASON.

THE "CERT" BOOT,
PATENTED.

WORN BY ALL THE
LEADING PLAYERS.

Football Boots.
ALL SIZES IN STOCK.
FROM \$5.50 PER PAIR.

LANE, CRAWFORD & Co.

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901. [1776c]

FR. BLUNCK,

SILK LACE MANUFACTURER
AND EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER
AND RETAILER.

16th July, 1901. [725c]



NAVAL APPOINTMENTS.—The following appointments have been made at the Admiralty:—Sub-Lieutenants—R. C. S. Hunt, to the *Endymion*, to date Oct. 1; M. L. Goldsmith, to the *Victorious*, for the *Conflict*, to date Sept. 24; A. L. Strange, to the *Glory*, to date Sept. 24.

MARRIAGE.—The marriage has taken place of Percy Maclean Still, youngest son of the late Charles Frederick Still, J.P., of Hongkong, and Mary Margaret Johnstone, widow of James George Johnstone, of St. Andrews, and sixth daughter of the late Thomas Duff, J.L., D.L., of Harefield, Hanis, and formerly of Aberlour, Banffshire.

MORE MARRIAGES.—The following marriages have taken place:—Mr. William Francis Parry de Winton, second son of Mr. William de Winton, of Maesderwen, Brecon, to Miss Margaret Lewis, youngest daughter of Sir William Lewis, in St. Peter's Church, Eaton-square. Captain Henry Bigge, R.N., brother of Sir Arthur Bigge, to Miss Beatrice Wade, daughter of the late Canon Wade, of St. Anne's, Soho, in Christ Church, Mayfair.

THE BRITISHERS' HEART often yearns for his bitter beer and when he meets such an excellent substitute as Lemps, he chuckles and goes baldheaded for it. Lemps Beer was rather looked down upon at first as being too light, but its unvaried quality and pure character has forced it to the front and now it can be procured in any hotel that pretends to study the taste of its customers, or wholesale from the agent, Mr. C. Coy., of New Victoria Buildings.

THE GERMAN COALING STATION in the Red Sea is to be carried on as a limited liability company. Headed by the Hamburg-America Line, the mercantile marine of Hamburg and Bremen, which is interested in the passage through the Suez Canal, will participate in the venture. It is calculated that the yearly consumption will be about 400,000 tons, without including the Imperial Navy. Mr. Oscar Godefroy, from Hamburg, will be manager of the company.

BRAVO CANADIANS! It is not often that we hear of the Boers being surprised (that part of the play seems to have been especially reserved for the British) and it is very refreshing to see the tables turned for once in a while. What will the pro-Boers say about it, we wonder? Of course they will say surprises are unfair, when conducted by the British, and Mr. Stead will add another "damin" to his warcry. What awful people these Canadians must be in pro-Boer eyes!

DE WET is dead, says Reuter, but we somehow or other are rather inclined to doubt it. De Wet has led such a dance over the South African veldt that it would not seem right for him to go and die quietly and respectfully in his bed, and we shall be sceptical about reports of his death and take them with a pinch of salt until we have the evidence of eye witnesses. Certainly, we have heard little of him of late, but that may only be because he was taking a rest from being "surrounded."

CRICKET.

THE STRAITS TEAM.

Owing to the great difficulties in the way of Native States men getting leave, the bulk of the Straits team for Hongkong, quite contrary to all precedent, will have to be supplied from Singapore this year.

The cricket team for Hongkong will be constituted as follows:—
Capt. Dewing, J. G. Macgregor, C. F. Green, G. M. Billings, W. Langham, Carter, H. W. Sharp, A. G. Wright, D. Kerr, M. H. Whitley, A. B. Voulas, Capt. Ainslie, R. McKenzie, C. W. Barkshire.

The thirteen men mentioned will not make by any means the best team, but still it will be fairly good, considering that neither of the Hubbards nor of the Glassfords are going, and R. T. Reid is now in Scotland.

As some of the Straits Team will probably be leaving in Mail of the 18th November, the following are the dates of the Interport Cricket Matches, but there may be some alterations.
Hongkong v. Straits 17th & 18th November
Shanghai v. Straits 13th & 14th November
Hongkong v. Shanghai 15th & 16th November
The dates for the Tennis Matches will be fixed later on.

There is no provision for football or other incidental games, except, perhaps, tennis.
In that case for singles and doubles the Straits would have to rely upon Dewing, Green, and Ainslie.—S. F. Press.

AT THE MAGISTRACY.

COOLIE MOB LAW.

For refusing to complete a ricksha journey coolie Lam Wo had to pay \$3.

OPIMUM CASE.

Opium cases were many and varied, and fines ranged from \$4 to \$85.

A WARNING.

Three coolies each paid \$3 for obstructing the free transit of passengers by persistent solicitation of passengers in Queen's Road Central at the entrance to the Hongkong Hotel. It appeared that the coolies ran out with their chairs to people coming out of the Hotel without being called.

A QUEER EXCUSE.

Hung Shing had in his possession a red blanket, value about \$3.80, reasonably suspected of having been stolen or unlawfully obtained. He told Mr. Hallifax that he bought it but could not explain how he got the money unless it was by gambling. \$5 or 14 days.

COTTAM & CO. DRESS SHIRTS, TIES AND COLLARS.

ACTIVE SERVICE.

Pvt. Lewis, of the R.W.F., stationed at the Mount Austin Barracks, assaulted the police in the execution of their duty and was fined \$10.

THEFT.

Wong Yau Sze was charged with stealing from a lock-fast cash box, at 24 Queen's Road Central, the sum of \$114, the property of Wong Tai Fong dentist, of 24 Queen's Road Central, and also with stealing a lock fast cash box, a pair of spectacles, one piece of silver and a copper cent, of the total value of \$4.01, also the property of the complainant in the preceding charge. The first charge was withdrawn, and on the second prisoner was sent to gaol for two months with hard labour in addition to receiving 12 strokes with the birchrod.

PRO TANTO!

"WHOSO SHEDDETH MAN'S BLOOD, BY MAN SHALL HIS BLOOD BE SHED."

The Magistrate said:—It only remains to impose penalties in this case. The Owner is fined \$50 on each charge, and as there are ten charges, it amounts to \$500.

An eye for an eye, a tooth for a tooth, This was the ancient law; A limb for a limb, a life for a life, By this our father's swore. But now we have come on degenerate days, Nobody troubles to pay For injury done to the lowly poor— That's not a civilized way!

A life was, aforesaid, a precious thing, The slayer of man was slain, The door of hurt made recompense By suffering equal pain. But things are changed since the olden time And life is thrown away— It's only for robbing your neighbour's goods You nowadays have to pay!

In ancient times, your neighbour's wife Was a sacred being to you; For his daughter's betrayal he asked a life— 'Twas the only thing to do. But now we have come on a different plan, The good old days are dead— You don't take a club and despatch the man, But accept his gold instead!

In days of old, the widow's wealth Was safe in the hands of a friend; For any trustee who'd embezzle her pelf Would come to a bloody end. But now she appeals to a court of law, A proceeding remarkably rash, For, even if she happens to gain the day, The lawyers have swallowed the cash!

But a life for a life is the law no more, The value of life has declined, Eleven dollars and eighty-eight cents Is the popular price you'll find; This was paid for forty and three, Who took their final call From a landlord's greed and a jerry-built house, With a gingerbread party wall!

Eleven dollars and eighty-eight cents (Five hundred dollars in all) For forty-three sent to eternity By a jerry-built party wall! How many children fatherless, How many widowed wives, Made by greed, and by carelessness Of the value of human lives? GILAH.

RUSSIA V. JAPAN.

IS IT A PORTENT?

At the Tivoli on 18th ulto, an enormous audience had assembled to see a Russian light-weight wrestler try conclusions with one of Mr. Barton-Wright's Japanese exponents of Bartitsu. However, no collision between Russia and Japan was forthcoming on this occasion. Mr. Barton-Wright informed the audience that the challenger was in the house, was indeed at the wings, but had thought better of his challenge. Mr. Barton-Wright proceeded to say that he had vainly offered the challenger £100, not by way of wager but as a gift, if he scored a single throw, but the Russian exponent of wrestling still declined to meet his Japanese rival.

THE HOUSE OF COMMONS.

FOR THE COMFORT OF MEMBERS.

The hearts of members of the House of Commons, and particularly of those who dine and smoke on the premises, will rejoice at the report published by the Select Committee which was appointed in March last to consider "whether any, and what, arrangements can be made to improve the accommodation provided for the general use of members of this House." The whole of the alterations will, it is estimated, cost £30,000. The great smoking-room grievance is to be redressed. The Committee recommends that the present members' smoking-room be used as the strangers' dining-room, that the present middle dining-room be reserved for members only, and that the third dining-room, next to the House of Lords, be used as a smoking-room. "There can be no doubt, however," it says, "that a large increase in the smoking-room accommodation is urgently called for." It proceeds to annex three large rooms fronting the terrace, two for smoking and one for reading. Hearing that "great inconvenience is caused to members for want of dining accommodation," there being room for only 140 dinners, while often 300 dinners have to be served, and members thus having to wait at the tables, the Committee recommends two new dining-rooms on the terrace front, one of which ladies should be admitted. The Times reporters' room is to be added to the refreshment-room of the Ladies' Gallery, and the defective ventilation of the Ladies' Gallery is to be the subject of remedial experiments.

COTTAM & CO. FOOTBALL KNICKERS.

DELAYED WARSHIPS.

A BAD STATE OF AFFAIRS.

The commissioning of the *Formidable* to replace the *Resolution* in the Channel Squadron gives us, says a naval correspondent, another first-class battleship, just about two years behind her originally promised date of completion. Laid down in March, 1898, it was proposed that she should be at sea in the winter of 1899. She was launched in November, 1898, and has been in all over three and a-half years in the dockyard hands. This is a sad decline from the days of the *Magnificent* and *Majestic*. Meanwhile, attention should certainly be directed to the inordinate delays which are attending the despatch to sea of the new armoured cruisers *Suffey*, *Cressy*, and *Aboukir*. The ships were delivered many months ago; the *Cressy* commissioned for China on May 28, when the accident to her tiller placed her upon the sick-list. That the space of three and a-half complete months should have been required to repair the damage is not a little disconcerting. Armoured cruisers are badly needed in China and the Mediterranean, so that every motive exists for pressing these vessels forward. It may be hoped that the *Hogue*, delivered this week by the contractors, will be sent to sea with greater expedition.

THE GRIMSBY TROUBLE.

FURTHER RIOTING.

Further serious rioting occurred at Grimsby Docks on the 19th ulto. In the forenoon a mob attacked offices recently vacated by the Owners' Federation, and smashed the windows of these and other premises. During the afternoon there was another outbreak, and the angry crowd resorted to such violence that the police, amid a hail of missiles, were ordered to charge the disturbers with their truncheons. As a result a number of persons, some innocent onlookers, were injured. Military reinforcements arrived in the evening, when the Riot Act was read. A fire, suspected to be the act of an incendiary, broke out in a timber yard, and up to a late hour the town remained in a turbulent state.

SIR T. LIPTON ON RECREATION.

A SPORTSMAN WHO DOES NOT BET.

In an interview with Sir Thomas Lipton, which appears in the September number of the *Windsor Magazine*, it is interesting to learn that Sir Thomas Lipton is a sportsman who does not bet. Speaking of recreations in general, Sir Thomas says:

"It is hardly necessary to ask me if I am a believer in Saturday's half-holiday and Sunday's rest. It is a mistake, mentally and physically, for any man to work seven days without ceasing, however young and strong he may be, and however ardent to make strides in business. Off-hours from my business I spend, as far as possible, in the open air; I leave behind me the City at night. Even now, when of necessity I dine frequently in London, I drive ten miles into the country to sleep; the extra trouble and the loss of time are well repaid by the pure air. That is my opinion, and I leave others to smile at the suburbs. Gardening I agree with Lord Tennyson in thinking the most perfect of recreations; it gives you just enough to think about to be a complete distraction, yet not enough to worry you; and it is work-play done under delightful conditions. The hour in the garden at the beginning of the day or at its close is worthy many sacrifices in the winning. Though I have never been able to get to bed before midnight, I am always up at seven—an allowance of sleep that is less by an hour than Lord Palmerston gave out as indispensable, at any rate for a statesman. Other spare half-hours at home go to outdoor games—cricket, golf, tennis, and bowls.

BILLIARDS—GRAND EXERCISE.

"If one must be indoors, a game of billiards I find to be a grand exercise. You walk miles, to begin with, and a private table is a great attraction to keep together the young members of a household in the evenings. From all this it follows I am not a great theatre-goer. I do not think I sat out a play more than twelve times in my life, and never did I do so till the last very few years. My parents, being old-fashioned and church-going, had never seen the glare of the footlights, and I felt that I could not properly allow the time to give myself up to being amused for so long by other people, in a vitiated atmosphere. I felt I could do better for myself. Half an hour in a musical hall seemed to be a different matter—you could hear the song you wished to hear and then come away. All the same, some of the nicest people I have ever known belonged to the stage. Sport and gambling are often supposed to be inseparable. Many millions of dollars are put upon yacht-racing, but never a dollar by me. I have yet to make my first bet. I race purely for the pleasure of the sport; and I would not bet on my own boat or any other."

COMMISSION TO REVISE CHINESE TARIFF.

An effort is being made, says an American paper, to send a commission of business men to Peking and Shanghai to attend the conferences between representatives of the powers who will fix the tariff schedule for China. The international commission will be composed of representatives of all the governments which are interested in the regulation of Chinese markets. The commission will meet at either Shanghai or Peking probably holding sessions in each city, and will be engaged in the work for a year.

A thorough inquiry will be made into the business conditions of China and the tariff will be formed largely with the idea of guaranteeing money enough to pay the indemnities.

COTTAM & CO. TRESS'S FELT AND STRAW HATS.

Auction.

E. & R. PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, on TUESDAY and WEDNESDAY, the 29th and 30th October, 1901, at 10 A.M., at H.M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING OBSOLETE AND CONDEMNED STORES. Comprising:—OLD IRON, PAPER STUFF, RAGS, CANVAS, CLOTHING, IMPLEMENTS, &c., &c., &c. The VICTUALLING STORES will be sold on TUESDAY, 29th, and the NAVAL STORES on WEDNESDAY, 30th instant. TERMS OF SALE:—As customary. HUGHES & HOUGH, Government Auctioneers. Hongkong, 22nd October, 1901. [1144c]

Intimations.

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 12th November, at TWELVE O'CLOCK, NOON, for purpose of presenting the Report of the Directors and Statement of Accounts to the 30th April last, and of declaring Dividends. The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant, to the 12th November, both Days inclusive. By Order of the Board of Directors, W. H. RAY, Secretary. Hongkong, 21st October, 1901. [1141c]

THE PUMJONG MINING COMPANY, LIMITED.

CONSEQUENT upon the new and satisfactory developments at the Mines, and the necessity for a Tramway, Trucks, and Accessories in the immediate future; the Directors have resolved to make the FINAL CALL of ONE DOLLAR per Share; and accordingly:—Notice is hereby given that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconsfield Arcade, Victoria, Hongkong, on MONDAY, the 14th October, 1901, the following RESOLUTION was passed:

That the FINAL CALL of ONE DOLLAR per Share upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such CALLS to be PAID to the Company at their Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of NOVEMBER, 1901. And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 15th day of NOVEMBER, 1901, at the Rate of 5 per centum per annum, upon all Calls remaining unpaid after the said 15th day of NOVEMBER, 1901, up to the actual dates of Payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Banker's receipt for payment of the Call together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the certificate.

By Order of the Board of Directors, W. H. GASKELL, Secretary. Hongkong, 15th October, 1901. [1121c]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$23 per Share for the year 1900, equivalent to 40% on the Paid-up Capital of \$50 per Share, has been declared. WARRANTS will be issued on the 11th October.

By Order of the Board, W. J. SAUNDERS, Secretary. Hongkong, 19th October, 1901. [1106c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 37½ lbs. Net ex Factory. \$8.30 per Bag of 250 lbs. SHEWAN, TOMES & CO., General Managers. Hongkong, 1st June, 1901. [10]

WANTED.

ADVERTISER seeks Engagement as A CLERK of Works. Thoroughly efficient in all Branches of Construction, Surveying (Land), Drawing, Estimating, Measuring and General Office and Outside Work, Locality no object. Apply to "X" Office of This Paper. Hongkong, 12th October, 1901. [1128c]

WANTED.

AN EXPERIENCED LADY-MANAGER for CRAIGEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials &c., to THE MANAGER, CRAIGEBURN HOTEL. Hongkong, 8th August, 1901. [852c]

NEW VICTORIA HOTEL.

ROTISSERIE, Meals a la Carte. CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Tiffin at Moderate Rates. Madar & Farmer, Proprietors. Hongkong, 2nd September, 1901. [1058c]

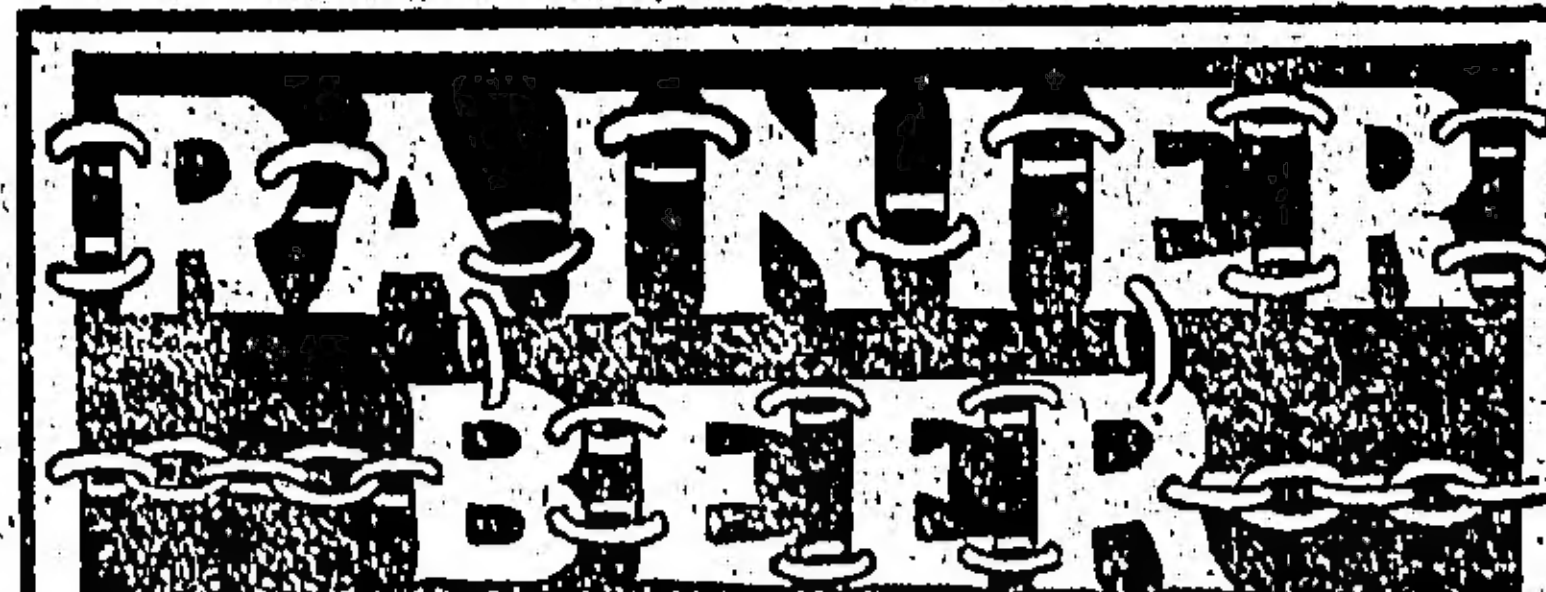
C. E. WARREN, BUILDING CONTRACTOR, WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED AND FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [158c]

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT of AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS. Apply to G. GIRAULT. Hongkong, 20th August, 1901. [667c]

Intimations.



The Strong Chain

of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901. [1028c]

KRUSE & CO., CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS AND TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901. [954c]

W. BREWER & Co.

CHRISTMAS and NEW YEAR CARDS, suitable for Printing Sender's Name.

A New Variety of

AUTOGRAPH CARDS,

by DE LA RUE & Co., LONDON.

CHINESE RICE CARDS, with Pidgeon English Mottoes and Verses.

A large variety by

ALL LEADING MAKERS.

JAPANESE HAND PAINTED, a very Superior Selection.

Hongkong, 17th October, 1901. [689c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers), 9, Old China Street, Shanghai.

12th October, 1898. [23]

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. LEMONADE. SODA WATER. GINGER ALE. SARSAPARILLA. TONIC WATER. RASPBERRY VADE. LEMON SQUASH. SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters. Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901. [133c]

WORTH A GUINEA A BOX

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS, SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS per Box. Prepared only by the Proprietor, THOMAS BEECHAM, 85, Helen's, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA: WATKINS, LIMITED, APOTHECARIES' HALL, 4, Queen's Road Central, Hongkong.

DROZ & Co.

WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864, ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCHES & CHRONOMETERS, SUCH AS MAXIM, BERNARD, &c.

REPAIRS OF WATCHES and CLOCKS by competent European experts at Moderate Rates.

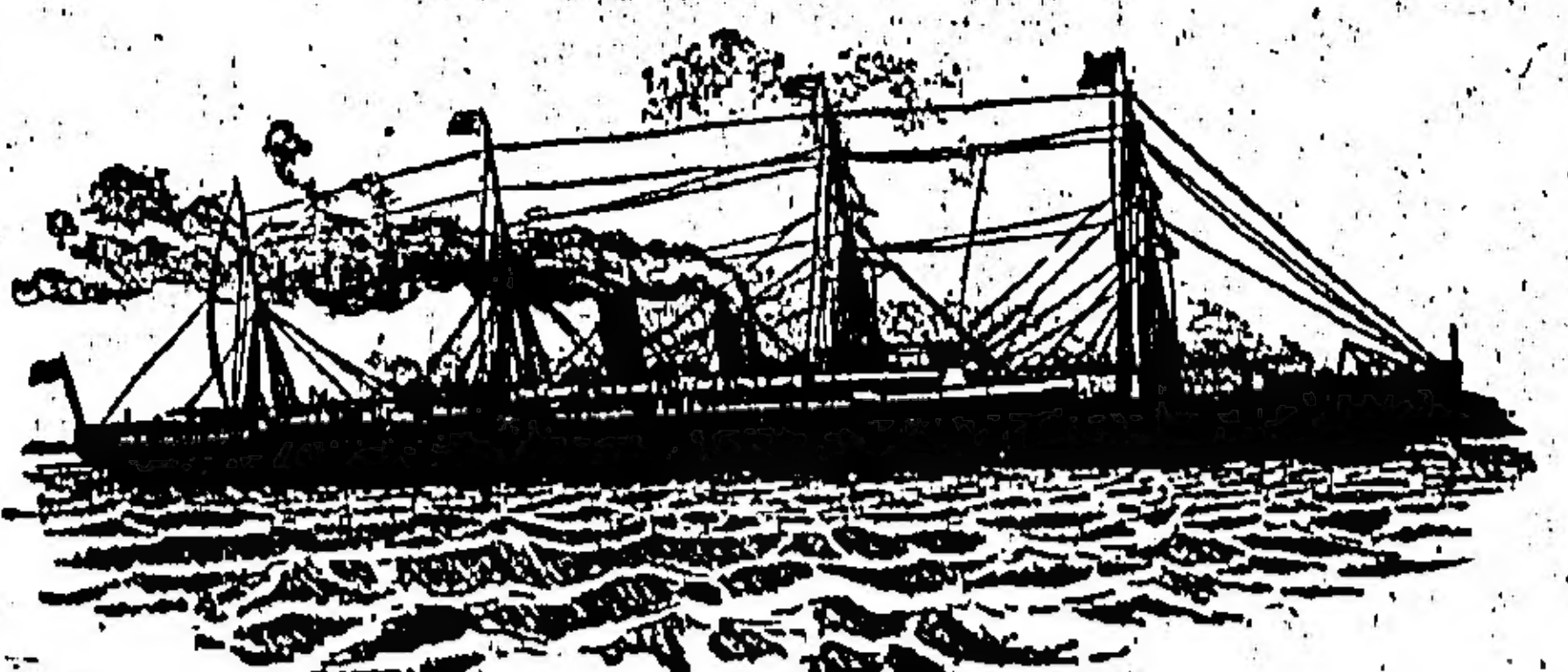
No. 10, QUEEN'S ROAD CENTRAL, Hongkong, 15th May, 1901. [1526c]

HONG SING

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvases, and Ducks. Complete Gentlemen's Outfittings. Hongkong, 10th August, 1901. [666c]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"CORTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GABRIO"	SATURDAY, 14th December, at Noon.
"CHINA"	TUESDAY, 31st December, at Noon.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

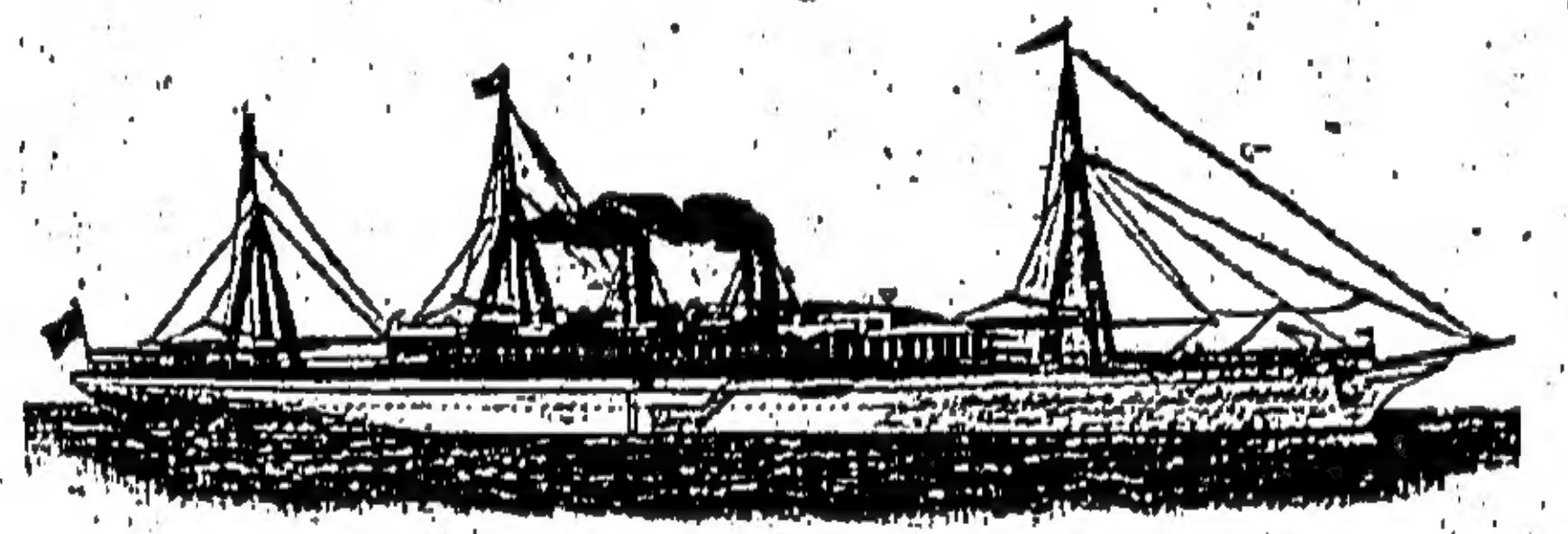
Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to ports, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 31st October, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 18th December.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 15th January.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the VOYAGE YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 31st October, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND RALIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	
BAMBERG	HAVRE and HAMBURG.	2nd Nov.	Freight.
Zurbonen	(Calling at SINGAPORE and COLOMBO).		
SEGORIA	HAVRE, BREMEN and HAMBURG.	16th Nov.	Freight.
Foerck	(Calling at SINGAPORE and PENANG).		
MARBURG	HAVRE and HAMBURG.	30th Nov.	Freight.
Zacharias	(Calling at SINGAPORE and COLOMBO).		
SUEVIA	HAVRE and HAMBURG.	14th Dec.	Freight.
Borck	(Calling at SINGAPORE and PENANG).		
MUERNBERG	HAVRE and HAMBURG.	28th Dec.	Freight.
Mayr	(Calling at SINGAPORE and COLOMBO).		
SERBIA	HAVRE and HAMBURG.	11th Jan.	Freight.
Brehm	(Calling at SINGAPORE and PENANG).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings,

Hongkong, 16th October, 1901.

Insurances.

THE EQUITABLE SURPLUS.

is a mighty anchor that guarantees the security of every Equitable contract—£13,778,577—the largest surplus fund ever accumulated for the benefit of policy holders. Could you have a better guarantee back of the policies that are going to mature to 15, 20 years hence?

The Equitable Life Assurance Society.

F. KIENE, Manager, Hongkong.

Hongkong, 8th October, 1901. 1995c

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901. 1712c

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1901. 139

Notice of Firm.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

MR. WILLIAM BASIL DIXON has This ASSUMED CHARGE as CHIEF MANAGER By Order of the Board of Directors.

R. SHEWAN, Chairman.

Hongkong, 27th September, 1901. 1062c

To be Let.

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. 1795c

TO LET.

SIX SEMI-EUROPEAN HOUSES, Nos. 20/21, PO HING FONG. Apply to CHAU CHEUK FAN, No. 8, Queen's Road West, Hongkong, 16th October, 1901. 1126c

TO LET.

GODOWN—No. 5A, DUDDELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. 822c

TO LET.

TWELVE EUROPEAN HOUSES, Nos. 14, 18, 22, 26, 28, 30, 34, 36, 38, 42, 44 and 46, LEIGHTON HILL ROAD. Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD. No. 8, Queen's Road West, Hongkong, 4th October, 1901. 1093c

TO LET.

A HOUSE in RIFON TERRACE. "THE RETREAT," MOUNT KELLET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. 1295c

TO LET.

NOS. 3 and 6, ORMSBY TERRACE, KOWLOON.—Immediately. Apply to PUN HUNG, 85, Queen's Road Central, Hongkong, 5th October, 1901. 1915c

TO LET.

NOS. 1 to 8, WILD BELL, WANCHAI ROAD. Apply to SANG KEE, 30th, Des Vaux Road Central, Hongkong, 5th September, 1901. 1976c

For Sale.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects. For List, apply "STEAM" C/o The Hongkong Telegraph, Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS. Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO. Hongkong, 27th May, 1901. 1565c

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins of various kinds. Finest WESTPHALIAN HAMS. H. RUTONJEE, 4, D'Arquer Street, and 39 & 40, Elgin Road, Kowloon, Hongkong, 19th July, 1901. 14

QUEEN VICTORIA MEMORIAL FUND.

CHINESE SUBSCRIPTION LIST.

Already acknowledged, \$42,965

See Hing Loong (A Nam)	30
Hong Shing	30
Tung Hing	30
Kam Sun	30
Yuen Wo	25
Kam Kee (A Nam)	15
Kwong Cheung	15
Nani Shing	15
Chuen Hing	15
Tung Sing	10
Other subscriptions	59
Tsun Tai	30
Po Cheung	30
Yu Hing	30
Tai Hop	20
Kue Tai	20
Kwong Cheung Loong	20
Hoi Kee Hop	20
Kwong Shun Wo	20
Kwong Hing Wo	20
Hop Hing Loong	20
Kwong On Cheung	20
Hung Sang	20
Wing Tai Cheung	20
Fou Sang	15
Cheung Hop	15
Hang Wo Wing	15
Wo Loong	10
Tsun Tack	10
Nam Fung	10
Sun Cheung	10
Tsun Nam Loong	10
Yee Nam Loong	10
Wing Yu	10
Shing Cheung	10
Po Yuen	10
Kwong Yuen Cheung	10
Hang On	10
Leung Yick	5
Kwan Hing	5
Hang Hop	5
Man Cheung Shing	5
Tung Cheung	5
Him Tai	5
Shun Fung Chan	5
Hang Shun	5
Yau Tack	5
Kwan Cheung	5
Mow Lee	5
Yu Shing	5
Hung Cheung	5
Sui Cheung	5
Po Cheung	5
Tai Loong	5
Sing Loong	5
Kwong Hing	5
Hop Fung	5
Yuen Cheung	5
Kwong Sing Loong	5
Hop Lee	5
Wing Yu	5
Ching Loong	5
Yuet Cheung	5
Other Subscriptions	418
Man Hing Cheung	12
Mow Hing Cheung	12
Hing Lee	10
Sun Tai Chan	10
Wing Hing Cheung	10
Tai Loong	10
Yu Cheung Tai	10
Wing Tai	10
Chit Fat	10
Kung Kee	8
Hip Wo	7
Shun Hing	5
Tai Hing	5
Wing Wo Cheung	5
Wing Sang Yuen	5
Kwan Wo On	5
Tung Sang Lee	5
Kwong Fat Cheung	5
Tung Fat Cheung	5
Yee Loong	5
Po Sang	5
Kwong Fook Cheung	5
Mow Shing	5
Kwong Wo	5
Other Subscriptions	26
Leung Lam Chuen	50
Sam Shing Wing	50
Cheung Loong	40
On Hing	20
Sang Fat	20
Kwong Loong	20
Sang Cheung	20
Tack Cheung	20
Sang Lee	16
Ching Kai	16
Mow Cheung	15
Tung Kat	15
Lun Cheung	15
Nam Sang	10
Yuen Lee	10
Loy On	10
Shing Yick	10
Cheung Tai	10
Fook Hong	10
Man Hing	10
Chit Shing	10
Tai Wo Loong	10
Wo Hing Loong	10
Kwong Yuen	8
Sui On	8
Fook On	7
Kwong Yick	7
Sin Cheung	5
Cheung Fat	5
Wo Sang Loong	5
Yee Wo	5
Sui Wo	5
Tung Chan	5
Shing Lee	5
Total	\$44,905

GIRAULT for all KINDS OF FANCY BISCUITS

RUSSIA AND CHINA.

"CODLIN'S THE FRIEND"

The Moscow Correspondent of the Standard writes as follows:—

The Russian Government has for some time past been encouraging those of its subjects who have sustained losses in consequence of the war to send in full returns of their claims. It is to be noted also that, as from time to time the date of signing the Peking Protocol was put off, so was the final date for receiving these claims of Russian subjects postponed. Russia has been engaged in making up a bill, into which will enter as a principal item the damage to the Manchurian Railway, and is not anxious for this little claim to take definite shape until the rest of Europe is safely out of China. Throughout the whole period of the Chinese troubles, Russia has officially maintained the fiction that she is a friendly Power, compelled unwillingly to appear among the members of the European Concert, and has really all the time remained China's best friend. If Russia put 12,000 unarmed Chinese into the River Amur it was an "unfortunate accident that these poor creatures, especially the women and children, could not swim a mile across a rapid stream. There should have been a ford. "Very good place for a ford," said a Chinese pilot to a Russian Correspondent of the *Nouvelles Vremes*, which reported the sarcasm; "very good place. Water not more than 30 fathoms deep about here!" It was a most friendly act to China, for was she not assisting the Chinese Government to root out the Boxers? If she has seized and strongly garrisoned Manchuria, has built, and is still building barracks and forts—by no means confined to the line of her railway—is it not that the Chinese Government, weakened by the events of the past year, may rest assured that peace will be restored in one large Province of its Empire. And, when that is done, has not Russia promised to return the Province of Manchuria, with all improvements, to its original owners? Was not Russia the first to withdraw her troops from Chihli, and did she not all along protest against the butcheries of Commander-in-Chief Waldersee? Is not Russia the nearest neighbour of China, and have not the two Empires had commercial and Diplomatic relations of centuries? In short, is not Russia the natural friend of China, and has she not proved so, even of late?

The Russian Press is already beginning to foreshadow the views which must henceforth be held by loyal Russians. Russia has more than once saved China from dismemberment, and has spent millions of money and thousands of lives in doing it. She desires only to see China at peace and independent, and she will use all her endeavours to prevent the Western Powers from interfering with this object. The whole *imbroglio*, which has now ended with the Peking Protocol, is happily over; and China will enter into her old friendly relations with her natural friend, Russia, the tie being only the more closely drawn by recent events, which have proved to China how bitterly hostile to Chinese ways—beginning with religion and the missionaries, with whom Russia has never troubled her neighbour—and at the same time, how comparatively impotent are all the Western barbarians taken together. Russia is the friend; and a speedy settlement of her own little private account, for which the simplest and easiest terms will gladly be granted, will enable her to promise China that the Western barbarian shall never again repeat the abortive, but humiliating, expeditions of a Waldersee. And thus Russia will before long legalise her position in Manchuria beyond the possibility of dispute, and join China to prevent anyone else attempting a similar course of action elsewhere in the Middle Kingdom.

The same journal's Odessa Correspondent says:—By the Russian journals of all shades of political opinion, and by leading Russian politicians holding divergent views with regard to this country's Far Eastern policy, the choice of M. Lessar, under present circumstances and conditions, is unanimously declared to be the best which could have been made. Neither England nor any other Western Power, it is said, is ever likely to have cause to suspect that its interests in China are being unfairly undermined by the Russian Representative at Peking in the person of Paul Lessar.

THE REGENERATION OF CHINA.

WHAT PROFESSOR DOUGLAS THINKS.

Professor Douglas, in a letter to *The Times*, says that, if the regeneration of China depended on the action likely to be taken by the diplomatists at Peking we should have to despair of the future. Happily, however, there are other forces at work which hold out substantial hope of improvement. He notes the spirit of intellectual unrest, of inquiry, and of movement that is abroad in the empire. Men are beginning to ask themselves whether the full sum of human wisdom is really contained within the limits of the Confucian philosophy, and to inquire whether these "dwarfs" (the Japanese) who lately put their armies to ignominious rout, and those "foreign devils" who captured Peking, may not be the possessors of some knowledge which is not dreamed of in their philosophy. For the growing inquiry and the little knowledge he puts down much to the missionaries and more to the very useful "Society for the Diffusion of Christian and General Knowledge among the Chinese." He notes several of the signs, the records of which have already found space in our columns from time to time. They may in some instances only be indications, and in others to be of such limited extent as to have little appreciable influence on the empire and people at large. With the advent of railways and extension of water communications, this movement must grow, and we may hope, tend to a better understanding between East and West. The Chinaman will have to disabuse his mind of the intense conceit that arises through ignorance. An extended knowledge will do this, and if progress is slow, something is at least being done.

NORTH BORNEO TRADING CO. (LTD.).

The fourth ordinary general meeting of the North Borneo Trading Company (Limited) was held on 17th ulto, Mr. A. J. Scrutton presiding.

In moving the adoption of the report the Chairman congratulated the shareholders on a more favourable statement. There was every reason to believe that the improvement would continue.

Mr. C. P. Bennett (managing director), in seconding the motion, said he was sure that the shareholders would participate in the Board's regret at the retirement from the position of general manager in Borneo of Mr. Roberts, whose health had broken down. The new manager, Mr. Altman, had been with the company for nine years and had given Mr. Roberts and the directors every satisfaction. He thought the shareholders would appreciate the fact that a good reserve for depreciation was being built up, and with the £640 transferred to that account on the present occasion the amount was increased to £1,950. As regarded the outlay on the development of estates, they had all been improved to a far greater extent than was represented by the figures appearing in the balance-sheet. The directors regarded the Sekong plantation, for rubber cultivation, as a fine investment. About 40,000 trees had been planted, and this work was being continued. At the present moment they had at least 35,000 good trees. The consignments of timber to China in 1900 amounted to £5,888 as compared with over £8,000 in the previous year. This trade had been hindered owing to the troubles in that country. As regarded the profit and loss account, the profit on the sale of the *W. B. Fryer*, £691, was in no sense exceptional, and they hoped that it would be repeated in future accounts. Two similar vessels were now being built for the company, and for one of them an offer had been received which would show a profit larger than that derived from the sale of the *W. B. Fryer*. The net profit for 1900, after making all deductions, was £2,198, which was equal to a dividend of 2½ per cent. on the paid-up capital, and this was a comparison with a loss in the preceding year of £1,799. The accounts up to date for the present year showed that the volume of business was about equal to that of last year, or perhaps rather more; and the profit had been quite as good. China in the past year had been a closed market to them, but to make up for this business had been done at Manila and Singapore. Replying to questions, Mr. Bennett said it was not the intention of the Board at present to call up the remaining 6s. per share, nor was it their intention to fill the vacancy caused by the resignation of Mr. Bogaardt (director) through ill-health. He agreed that there was no depreciation on their principal asset, land, which they held for 999 years. Their Borneo manager's commission was larger this year owing to the profits being greater.

The motion was unanimously adopted, and a resolution was passed thanking Mr. Roberts for his services and regretting his retirement. A vote of thanks to the chairman and directors terminated the proceedings.

THE FRENCH NAVY.

A GHASTLY FAILURE.

France has had her first 23-knot armoured cruiser on trial, after devoting some five years to construction and preparation, and the results have been most unfortunate. The first, the *Jeanne d'Arc*, is a vessel which was taken as a reply to our *Powerful* and *Terrible*, and was heralded as a great commerce destroyer. She is 447 ft. long and displaces 11,349 tons, having a broadside of Harveyed armour 6 in. in thickness, tapering to 3 in. at the ends. With 28,000 indicated horse-power she was to go 23 knots when carrying 1,400 tons of coal in her bunkers. She has been out several times with less coal and failed to get berspeed. In the first place, says the *United Service Gazette*, her engines were to run at 120 revolutions, as in the case of our later cruisers; but before 110 revolutions was reached they developed great heat in nearly all bearings, which, it is said, were inadequate in surface. There are on board 36 boilers of the small-tube express type, and it is said that the feed arrangements became choked, with the result that five of them got red hot, but in no case was any damage done. The highest speed got in a series of attempts was 18 knots, and there is some talk of replacing the boilers, which are of the Guyot type, with some other design. In the *Chateaufort*, which is a smaller cruiser without side armour, also fitted with small-tube boilers, the failure was said to be due to the tunnel and propeller-shaft bearings proving unsatisfactory. Both ships will probably be the subject of special inquiry, and it will probably be discovered that to gain protection and high speed the factor of safety and the weights of boilers and engines have been reduced to an impracticable extent.

THE CHINA NAVIGATION CO.

LAUNCH OF THE "HUBBARD"

On 13th ulto, Messrs. Scott and Co., Greenock, launched the steel screw steamer *Hubbard*, built to the order of the China Navigation Company (Limited). The principal dimensions are:—Length, 275 ft.; breadth, 38 ft.; and depth, 23 ft. She has been constructed for the company's cargo trade between Chinese ports, and she will have a deadweight carrying capacity of 2,600 tons. Messrs. Scott and Co. will supply her with triple-expansion engines, capable of giving a speed of 11 knots an hour. The *Hubbard* is the fourth vessel of an order of six, two of which are twin-screw steamers.

GIRAULT, WINE and SPIRIT MERCHANT.

PRINCE CHUN IN GERMANY.

A VISIT TO HAMBURG.

The principal event of the week, here at Hamburg has been the unexpected visit of Prince Chun and his suite, who arrived here on 17th ult., to inspect our harbour, &c., says a correspondent of a home paper. The Senate of Hamburg, however, was fully on the alert, and so the Prince was not only welcomed at the station with full honours, but also found a residence, furnished by the Senate, in the best hotel of Hamburg, where 20 large rooms were reserved for himself and retinue. The Prince, an intelligent looking young man, behaved in the manner of a first-class European potentate, and if his stay at the capital for the first few hours may perhaps have been a little painful to him, his reception at Hamburg all through has been as hearty as possible. The Imperial Government, however, had honoured the Prince by a suite of honours, consisting of several high officers of the Foreign Office—General von Richter, Baron von Seckendorff, and Baron von Tschinnich. Nine first-class carriages were ready for the Chinese guests when they arrived here. The Prince and suite before leaving us again inspected the harbours of Hamburg, and all other principal points of interest, and appeared highly satisfied in every respect. As to Hamburg, it was from the first a matter of fact that a high dignitary of China would meet here with all possible honours, as the Chinese always have met the Hamburg vessels and Hamburg merchants with the utmost civility, and many a dollar now in the banks of Hamburg has been earned in China, where Hamburg vessels were favoured fifty years ago. From Hamburg the Prince and his followers left again for the capital, and yesterday they arrived at Danzig, where they were highly welcomed with full honours, although they were looked at by the crowd with curiosity which is quite an exotic personality. The Prince is to be present at the large military manoeuvres taking place at present in the Danzig plains, where he and his suite will be able to gain impressions of the military forces of the German nation.

U. S. COAL IN THE MEDITERRANEAN.

AN INTERESTING EXPERIMENT.

The *Shipping Gazette* says that it is quite clear that American competition in the coal trade is no mere spectre conjured up by the imaginative alarmist. The shipments of coal from the United States to the Mediterranean, it says, are still going forward, and 50,000 tons of American screened steam coal has just been sold at 18s. c.i.f., Genoa. The freight on this coal is at present only 8s. a ton, while from Newcastle and Cardiff from 5s. 9d. to 6s. must be paid, even in the present extraordinary bad state of the freight market. Certainly the two shillings a ton saved in freight from England falls far short of eliminating the difference in the price of the coal, for best Northumberland steam cannot now be bought at less than 13s. 6d. f.o.b., which leaves the Newcastle merchant 1s. 6d. on the wrong side.

Attention was recently drawn to this matter by Mr. Gurney, the British Consul General at Marseilles, in his report, which refers to a consignment of American coal sold there at a loss on freight alone of 4s. a ton.

BEET vs. SUGAR-CANE.

The results of certain experiments carried out in the North-West Provinces, seem to be opposed to the suggestion that beet can be profitably substituted for cane as a sugar-producer in India. Two very serious obstacles seem to present themselves in this country. To secure good results, it is necessary to have the land thoroughly and deeply worked so that the roots may have a sufficiently friable soil to the depth of fourteen to sixteen inches. In Europe and America this is obtained by employing a plough to the depth of six to ten inches, followed by a sub-soiler going six to seven inches deeper; but this process is considered to be quite beyond the capacity of Northern India ryots, and the only substitute is hand-tillage, the soil being further pulverised by working with a plough—an expensive and laborious process. In the second place it is pointed out that sugar-beet is quite unsuitable for making *gur*. Attempts in this direction only resulted in the production of a dirty-looking stuff, utterly unfit for consumption and useless to the refiner. If sugar beet is to be introduced as a field crop, it must, it is stated, depend on the establishment of the central factory system; but this is not considered immediately practicable. The experiments with sugar-beet are by no means complete; but, so far as they go, they tend to show that, in the North-West Provinces, the root has no advantage over sugar-cane; and that the tillage and manuring required for beet would give at least equally good results devoted to cane.

THE GERMAN ARMY MANOEUVRES.

THE POT AND THE KETTLE.

German soldiers have not been sparing in their criticism of our conduct of the war in South Africa, says a mail paper, but do not seem as if they had very much to be proud of in the mimic battle they fought on 17th ult. at Danzig, when the invading army completely wiped out the defenders. The Kaiser is said to have been bitterly disappointed. The defending army made the attack, and those in command had not learned the South African lessons about scouting. They were led into a sort of trap, and their magnificent horse was in a moment exposed to an annihilating fire followed by a charge of the enemy's cavalry. So utter was the defeat of the defenders that it would seem as if the manoeuvres were over. If in mimic warfare German soldiers can make such appalling mistakes it is not to be expected that in real warfare everything would go well. Those who are so pessimistic about the British Army may be referred to the German defence of Danzig for a little comfort.

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" *Tenaki*.....James Crowlie.
" *Ulysses*.....H. Roberts.
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Behnroy, Takmakoff.
Fungshingyung, Tungshinglong.
Gannet, Tungshunter.
Clifford, Vankee.
Huffman, Winguilong.
Jasbolz, With.
Kwongchanchong, Wookcheong.
Kwongchong, Wookcheong.
McAuliffe, Yangwocheong.
Melchers, Yheatsan.
Navire Britux, Yown.
Norton, Yuenbophai.
Pills, 1,080 1,459.
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Soonkei (9788), 3,472.

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SANTAL MIDY
Cures all discharges from the genital-urinary organs in either sex in 48 HOURS.
Santal-Midy is a specific for Gonorrhoea, Syphilis, and all other diseases of the urinary system.
Unlike the usual oil of the Sarsaparilla, Santal-Midy is superior to Colpaiba, Cubebs, or Injections, and causes no inconveniences.
Beware of imitations.
Each tiny Capsule bears its name G. RUE VINHON, PARIS.
SANTAL MIDY

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN Ice House Road.
It is now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS and VIEWS a specialty.
Hongkong, 12th September, 1901. [40]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU S. J. G. Parsons	NAGASAKI	TO-MORROW, 24th Oct., at 4 P.M.
HITACHI MARU C. H. Butler	KOBE and YOKOHAMA	FRIDAY, 25th October, at Daylight.
KAGOSHIMA MARU K. Kori	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 25th October, at 4 P.M.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th October, at 4 P.M.
AWA MARU N. Trent	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 1st Nov., at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 23rd October, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 5th Nov., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 28th Nov., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 21st Dec., at Noon.

THE Twin Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 5th November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day. All Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 17th September, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship.

"AUSTRALIAN."

Captain Helms, will be despatched, as above, TO-MORROW, the 24th instant, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th October, 1901. [1091c]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

TRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"BENGAL."

Captain A. L. Valentia, carrying His Majesty's Mails, will be despatched from this for HOMBAY, on SATURDAY, the 26th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required to be noted in the Bills of Lading.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 12th October, 1901. [1091c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers.	Capitans.	Proposed Sailings.
<i>Glenora</i>	3,750 W. Frakes.....	Nov. 1
<i>Claverling</i>	3,328 J. Barker.....	Nov. 14
<i>Kramar</i>	3,601 W. Watt.....	Nov. 26
<i>Wyfield</i>	3,235 G. Cartner.....	Dec. 10

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £32.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.

Passenger to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government, the Service.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 15th October, 1901. [1091c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZK CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA".....18th Oct.

"KURDISTAN".....19th Nov.

"LENNOX".....20th Nov.

"RICHMOND CASTLE".....21st Nov.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI and CHUNKIANG	"KALGAN"	24th instant.
SHANGHAI	"WOOSUNG"	28th instant.
TIENTSIN	"ZWEIYANG"	9th November.
MANILA	"CHANGSHA"	10th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	10th November.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"MACHAON"	25th October.
"	"PROMETHEUS"	28th "
"	"ACHILLES"	6th November.
"	"GLAUCUS"	15th "
"	"IXION"	21st "

HOMEWARDS.

FOR LONDON.

"CALCHAS"	29th Oct., 1901.
"NESTOR"	12th Nov., "
"MACHAON"	26th "
"ACHILLES"	10th Dec., "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON-RATES).

"DARDANUS"	15th Nov., 1901.
"IXION"	15th Dec., "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above on SATURDAY, the 26th instant, at 2 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd October, 1901. [1138c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"YAWATA MARU,"

3,873 Tons Gross, Captain A. E. Moses, will be despatched for the above Port, on FRIDAY, the 25th instant, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 16th October, 1901. [1127c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 27th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st October, 1901. [226c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Saito, will be despatched for the above Ports, on WEDNESDAY, the 30th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th October, 1901. [226c]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 4th November, 1901, at 1 P.M., the Company's Steamship "SALAZIE" Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Armand Behic*, which vessel takes on her Passengers and Mails leaving that Port on the 16th November, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 3rd November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 22nd October, 1901. [1009c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA,"

will be despatched for the above Port on or about the 5th November.

To be followed by the Steamship "ASAMA," on or about 15th December.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 19th October, 1901. [1009c]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th October, 1901. [12c]

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE N.O.L. Steamship

"MARBURG,"

Captain Zachariae, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 19th October, 1901. [1135c]

NOTICE TO CONSIGNEES.

THE P.O. S. N. Co's Steamship

"JAPAN,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 19th October, 1901. [12c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MARQUIS BACQUEHEM,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Venice, ex S.S. *Melcovich* and *Thalia* transhipped at Trieste.

From Trieste, ex S.S. *Imperatrix* transhipped at Bombay.

From Lant Port, ex S.S. *Euphrate*.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 26th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 21st October, 1901. [1114c]

STEAMSHIP "ANNAM."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex s.s. *Pei Ho*, from Bordeaux, ex s.s. *Ville de Lorient* and *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 21st instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 28th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 28th instant, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 28th instant, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 21st October, 1901. [1009c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"

FROM TACOMA, VICTORIA, VOKO, HAMA, KOBE, MOJI, SHANGHAI AND PORT ARTHUR.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., Limited, Agents.

Hongkong, 21st October, 1901. [1009c]

Consignees.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"HEMBROKESHIRE,"

Captain Kennedy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 2 30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 19th October, 1901. [1137c]

Intimations.

Sabang-Bay Harbour and Coal Co., Limited.

Fulo Weh, North Sumatra.

Cable Address:—"HAI COAL," SABANG."

THIS Company supply best Welsh, Bengal and Orinibel Coals at current rates.

Ships can moor at the wharves immediately after having entered the harbour, and coaling commences without delay at the rate of 60 tons per hour; timely notice being given, the rate of coaling may be increased to 80 tons per hour.

Depth of water at the wharves 30 feet at low spring-tide.

Excellent pure spring-water can be supplied at current prices.

Vessels calling at Sabang are exempt from harbour dues and pilotage, and when calling for the purpose of coaling only and taking in water, stores or provisions, no wharfage is levied.

A floating drydock for vessels of about 3,000 tons displacement lies on the north side of the harbour entrance, close to the shore.

The company execute ship and marine engine repairs of all descriptions under the supervision of experienced European Shipwrights and Engineers, at moderate prices.

2nd October, 1901. [1080c]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [138c]

T. M. STEVENS & CO.

CARRY IN STOCK A FULL LINE OF "GERMINAL" MANILA CIGARS.

T. M. STEVENS & CO. Beaconsfield Arcade.

Hongkong, 2nd September, 1901. [959c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, WATSON'S Building.

SIEN TING, SURGEON DENTIST.

No. 14, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation free.

Hongkong, 27th September, 1901. [12c]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901. [16c]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE. 50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901. [18c]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, 5, D'AGUILAR STREET.

Hongkong, 27th April, 1900. [134c]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

CELESTE BURELL, British ship, 1,000 tons, Order.

HELEN HAWMAN, American ship, 1,000 tons, Order.

Alfred A. Kirby & Co.

FO. EIGN PRESS AND THE BRITISH NAVY.

The foolish reports circulated as to revelations of inefficiency in the British Fleet during the recent naval manoeuvres are regarded by serious journals in Brussels, says the *Times*, correspondent; as the re-echo of a sentiment which tends to decry everything British at the present moment. The following instructive comments are from the *Independence Belge*, written, of course, from a pro-Boer, if moderate, point of view:—

There is at the present moment a general tendency to disparage every act of English policy, a tendency which must be guarded against, because it is inspired by an over-heated imagination, and in no sense answers to the state of the case. The fact that the British army has proved itself below par in South Africa by no means proves that British power has been exaggerated, or that the nickname of "the Colossus with clay feet" is not an exaggeration.

This Army, which has proved itself so mediocre in South Africa, has done remarkably well elsewhere, and its actual mediocrity is due to the fact that its organization in no way corresponds with the work which it has been called upon to perform. The British Army is not an army of conquest; it has always had, the character of a colonial police. The error of the Imperial Government has been in using it for a war which could only be successfully waged by armies modelled on the French or German systems.

But it is different with the English fleet; and until proof is forthcoming to the contrary, we are justified in considering it a naval force of the first rank. Its progress has not, perhaps, kept pace in modern years with that of the French and German navies, but it answers to all the requirements of defence for England's vast Colonial Empire; and it is ridiculous to depreciate it systematically, as is sometimes done, merely out of the bitterness of feeling which has been engendered by England's Imperialist policy in South Africa.

BOERS IN INDIA.

THE PUNISHMENT OF ESCAPEES.

The *Times of India* says: The escape and recapture of two Boer prisoners of war at Bellary raises an important point. An impression seems to prevail that these two men suffered such privations and hardships that they are not likely to find imitators. This is quite contrary to facts. Fraser, one of the fugitives, who had been on parole for two months, had stored up Quaker oats and potted meat for his journey, concealing his store amongst the rocks. Beyond the fatigue involved in long night marches, the fugitives suffered little during their flight; and certainly the discomforts they endured are not likely to act as a deterrent to others. If the Boer prisoners become imbued with the idea that the clemency of the Government will be exercised to all at the end of the war, and no matter what offences may have been committed, all punishments will be cancelled as soon as peace is declared, we are likely to see a considerable development of parole breaking and camp offences. It would act as a salutary warning, and greatly strengthen the hands of the camp commandants, if Government were to declare their final decision that unexpired sentences will have to be served out when hostilities are over, and that men with black marks against them for misbehaviour in camp will be the last to be sent home.

MR. MCKINLEY'S FORTUNE.

Contrary to general expectations Mr. McKinley's fortune does not amount to more than \$70,000 (about £14,000), of which at least \$50,000 is in cash in banks at Washington and Canton. To this may be added between \$30,000 and \$50,000 in life insurance policies. Everything goes to Mrs. McKinley, according to the will. The late President was offered many opportunities to add materially to his wealth by speculation, but he invariably refused to avail himself of them. He kept the ground that the President of the United States should not soil his dignity, nor entangle himself in any scheme of money-making.

THE MINERAL TREASURES OF PALESTINE.

Kirchoffs *Technische Blätter* publishes the following communication from a German mining engineer in Palestine:—

Valuable mineral treasures have recently been discovered in Palestine; so it is safe to say that the industrial awakening of the Holy Land is no longer a dream. It is true that the greater part of the once flourishing country is a barren desert.

The lines of communication are miserable, and traffic is unsafe, aside from the

NOTANDA

CALENDAR

OCTOBER	
1st	Monday
2nd	Tuesday
3rd	Wednesday
4th	Thursday
5th	Friday
6th	Saturday
7th	Sunday
8th	Monday
9th	Tuesday
10th	Wednesday
11th	Thursday
12th	Friday
13th	Saturday
14th	Sunday
15th	Monday
16th	Tuesday
17th	Wednesday
18th	Thursday
19th	Friday
20th	Saturday
21st	Sunday
22nd	Monday
23rd	Tuesday
24th	Wednesday
25th	Thursday
26th	Friday
27th	Saturday
28th	Sunday
29th	Monday
30th	Tuesday
31st	Wednesday

Wednesday, 23rd October, 1901.
 12th of 9th moon of 27th year of
 Kangnido.

High water—Morning 5hr. 5min.
 Afternoon 5hr. 12min.
 Low water—Morning 11hr. 30min.
 Afternoon 11hr. 30min.

ANNIVERSARIES

1849—58th anniversary of the capture of the Hay and Wilcox of H. M. Ship's *Columbia* and *Fury*.
 1866—The *Arrow* was commenced.
 1868—Earl of Derby died.
 1896—Dr. Sun Yat Sen released by the Chinese Embassy in London by order of Lord Salisbury. New Mosque of the Hongkong Regiment at Kowloon opened.

TO-MORROW

Thursday, 24th October, 1901.
 13th of 9th moon of 27th year of
 Kangnido.

AGENDA

TO-MORROW
 E. & A. S. Co.'s steamer *Australis* leaves for Sydney and Melbourne.
 D. L. Co.'s steamer *Thales* leaves for Swatow.
 Noon—N. Y. K. steamer *Tosa Maru* leaves for Nagasaki.
 3 p.m.—S. T. & Co.'s steamer *Pembroke* leaves for Shanghai and Nagasaki.

FRIDAY, 25th

A. I. I. American steamer *Manuel* leaves for New York.
 Daylight—N. Y. K. steamer *Hitchi Maru* leaves for Kobe and Yokohama.
 Noon—N. Y. K. steamer *Kagoshima Maru* leaves for Bombay via Singapore and Colombo.
 C. N. Co.'s steamer *Kalgan* leaves for Shanghai.
 Noon—L. C. S. N. Co.'s steamer *Sialing* leaves for Singapore, Penang and Calcutta.
 4 p.m.—N. Y. K. steamer *Yawata Maru* leaves for Australia.
 5 p.m.—C. & M. Co.'s steamer *Perla* leaves for Manila.

SHIPPING AND MAIL NEWS.

MAILS DUE.
 American (*Nippon Maru*) 25th instant.
 English (*Parmatta*) 25th instant.
 Indian (*Aratona Apar*) 26th instant.
 Canadian (*Empress of India*) 28th instant.
 German (*Sachsen*) 30th instant.
 German (*Bayern*) 30th instant.
 American (*Peru*) 2nd prox.
 American (*Coptic*) 12th prox.

The P. M. S. S. Co.'s steamer *Nippon Maru* with mails &c., left Shanghai for this port today at daylight.
 The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* arrived at Yokohama at 7.30 a.m. on Tuesday, the 22nd inst., and left again at same day for Kobe where she is due arrive.

HONGKONG AND WHAMPOA DOCK RETURNS

Canlon River at Kowloon Dock.
 Cebu.
 H.M.S. *Argonaut*.
 Elcano.
 Trinam.
 Emerald.
 Doric.
 Penarth.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—
 October 10th.
 The officers of the s.s. *Calliope* are:—Capt. S. H. Gillan, 3rd officer R. W. Taylor, Purser W. J. Edwards, chief engineer P. S. Lawrence, 2nd engineer T. J. Barrie, 3rd engineer W. Park, 4th engineer W. Mark.
 The officers of the s.s. *Poon Sang* are:—Capt. P. H. Rolfe, chief officer C. E. Mellison, and officer H. Herbert, 3rd officer R. L. Shreffell.
 October 14th.
 The officers of the s.s. *Pentakota*, Captain Parsons, are:—1st mate J. C. Keerham, Lieut. R. N. R., 2nd mate J. H. Galgry, 3rd mate N. de Courcy Hardwick, 4th mate J. Wilkinson, 1st engineer A. Shaw, and engineer F. Spotswood, 2nd engineer R. Elmer, 3rd engineer P. Christie, 4th engineer P. McGilgan.
 October 19th.
 The officers of the German steamer *Marquise* are:—Capt. E. Zacharias, 1st officer C. Caton, and officer H. Meikun, 3rd officer E. Sauer, and chief engineer H. Roer, and engineer M. Boning, 2nd engineer H. Tabna, 4th engineer M. Hartm.

THE SHARE MARKET.

PASSED THE CANAL.
 Outward—24th September—*Queen Christina*, *Ernst*, *Frans Ferdinand*, 27th September—*Mucka*, *Merionethshire*, *Argyll*, *Sophie Rickmers*, 1st October—*Asama*, *Prometheus*, *Zafiro*, 4th October—*Hornet*, *Ernest Simons*, *Suevia*, 8th October—*Bayern*, *Oopack*, *Oro*, *Heathburn*, 11th October—*Achilles*, *Wakata Maru*, *Afridi*, 15th October—*Acara*, *Baltic*, *Nurnberg*, *Denbighshire*, *Shooking*, *Wittekind*, 18th October—*Glaucus*, *Bahia*, *Glengarry*, *Bendloch*, *Kumano Maru*.
 Homeward—1st October—*Princess Irene*, 8th October—*Bingo Maru*, *Stentor*, *Yarra*, 15th October—*Bingo Maru*, *Prins Heinrich*.
 Arrivals at Hong—1st October—*Acilia*, *Kawachi Maru*, 4th October—*Palau*, 8th October—*Patroclus*, 11th October—*Princess Irene*, 15th October—*Bingo Maru*, *Yarra*, 18th October—*Stentor*.

VISITORS AT THE HONGKONG HOTEL

Anderson, Mr. W. H. Irving, Mr. E. A. A. Andrew, Mr. D. A. Johnson, Mr. and Mrs. Joseph, Mr. and Mrs. Arnold, Mr. H. Katsch, Mr. E. A. A. Baile, Mr. W. S. Kie, Mr. and Mrs. F. S. Bakewell, Mr. King, Major H. S. Barlow, Mr. B. J. Latares, Mr. N. Barlow, Mr. F. C. Little, Mr. E. E. Major Bell, Mr. J. T. Mackie, Mr. Gordon Beringer, Dr. MacLeod, Mr. & Mrs. Bertrand, Miss J. F. Black, Mr. J. Marquay, Mr. & Mrs. Bonner, Mr. A. Marsh, Mr. Alex. Broc, Mr. de McLellan, Mr. & Mrs. Brown, Major E. E. Mrs. W. B. and children Brown, Mrs. G. W. Milson, Mr. and Mrs. Bussnow, Mr. Nickalls, Miss D. M. C. Meron, Mr. D. H. Ogden, Mr. and Mrs. Clark, Dr. Pease, Dr. W. W. Cole, Mr. C. E. Placher, Mr. A. J. Colson, Mr. J. S. Pollak, Mr. O. J. Coney, Mr. H. E. Price, Mr. H. E. Connell, Mr. J. J. Radcliffe, R.E., Capt. Gont, Col. Radigan, Mrs. B. J. Costa, Mr. Joaquim Reid, Mr. A. R. Davis, Mrs. and child Dawson, Mr. J. G. Robertson, Mr. W. R. Denroche, Mr. P. C. Schouw, Mr. C. Derwille, Mr. Sengani, Mr. P. W. Durelli, Mr. G. M. Sidney, Mr. E. Dunford, Capt. & Mrs. Simons, Mr. A. E. and child Simpson, Capt. & Mrs. Dyson, Major P. S. Edwards, Mr. F. W. Siva, Mr. M. Fernald, Mr. and Mrs. Smith, Mr. T. J. Fischer, Mr. Snewin, Mr. E. A. Forteach, Mrs. & child Stanford, Mrs. M. Gibson, Mr. Kennedy Taylor, Mr. D. G. Gillet, Mr. L. Glover, Mr. C. Grant, Mr. John Thompson, Miss R. Greene, Mrs. W. W. Greer, Mr. R. P. Thomson, Dr. and Mrs. Hamilton, Mrs. J. C. and child Hanson, Mr. B. E. Tibbey, Mr. H. M. Hawkins, Mr. J. A. Valaine, Mr. A. Heckford, Mr. R. G. Wakeman, Mr. G. H. Hibbs, Mr. M. S. Watts, Mr. and Mrs. Hoskings, Mr. Frank W. Howard, Mr. Thos. Whitley, Mr. W. J. G. Howkins, Mr. and Mrs. Whitton, Mrs. H. L. Wild, Lieut. and Mrs. Hughes, Mr. W. K. Bagnall Huke, Mr. A. N. Woollen, Mr. J. J. Innes, Capt. Wright, Mr. and Mrs. H. Taylor Ireson, Miss E.

VISITORS AND RESIDENTS AT THE PEAK HOTEL

Baulton, Mr. J. F. Marcheselli, Mrs. & Miss Beattie, Mr. James Miss Bonnar, Mr. J. W. C. Marle, Mr. Hugo Brown, R.E., Col. L. F. Martin, Mr. R. Brynne, Mr. H. F. R. May, Mr. A. J. Brusse, Mr. G. Mage, Mr. H. M. Colliard, Col. A. W. McDermott, Mr. A. P. Connell, Mr. and Mrs. Miller, Mr. and Mrs. J. L. O. Mumford, Mr. and Mrs. Crookenden, Col. and children Outinoff, Mr. M. Davies, Mr. W. B. Pitt, Mr. John, R.N. Dixon, Mr. F. H. Pollock, Hon. H. E. Ezeikel, Mr. J. S. Pryne, Capt. & Mrs. Quinoff, Mr. M. Gaffney, Mr. Andrew Ramsey, R.N., Hon. R. Murray Hamilton, Major Sawyer, Mr. Wilhelm Harvey, Mr. E. G. Siegert, Mr. Wilhelm Houten, Mr. J. von Sinclair, Mr. A. Ingles, Mr. and Mrs. Stokes, Mr. A. G. W. F. and children Thomson, Mr. J. S. Jameson, Mr. Phillips Wheeler, Mr. W. H. Jeffries, Mr. H. N. Wheeler, Colonel Lee, Mr. J. E. Wilson, Mrs. W. and Lemm, Mrs. and child child

CRAIGIEBURN

Bells, Mr. H. Grimble, Mr. & Mrs. G. Brown, Mr. and Mrs. Heamsker, Mr. J. B. H. Matheson Helma, Mr. W. Bruce, Mr. and Mrs. W. Langlands, A.O.D. Crouch, Mr. J. W. Capt. and Mrs. P. Edwards, Mr. G. H. Pys, Mr. E. Burns George, Mr. and Mrs. C. Surplice, Mr. and Mrs. Hamilton, Major and Mrs. F. R. C. Mrs. Claude

KOWLOON HOTEL

Bonnefin, Mr. H. Holden, Capt. H. N. Fernandez, Mr. & Mrs. Monrow, Miss J. B. Musgrave, Mrs. Groves, Capt. and Mrs. Richel, Mr. and family Riegen, Mr. V. Guay, Mr. Joseph Robson, Capt. Holden, Mr. Geo. H.

EXCHANGE

Hongkong, 23rd October.
 ON LONDON, Telegraphic Transfer 1/10 15/16
 Bank Bills, on demand 1/11
 Credits, 4 months' sight 1/11 1/2
 D'ments, 4 months' sight 1/11 1/2
 ON BERLIN, (demand) 1/10 15/16
 ON PARIS, Bank Bills, on demand 1/11
 Credits, 4 months' sight 1/11 1/2
 ON NEW YORK, Bank Bills, on demand 1/11
 Credits, 30 days' sight 1/11 1/2
 ON BOMBAY, Telegraphic Transfer 1/10 15/16
 On demand 1/11
 ON SHANGHAI, Telegraphic Transfer 1/10 15/16
 Private 30 days' sight 1/11 1/2
 ON YOKOHAMA, T.T. 6 1/2 prem.
 Sovereigns, Bank's Buying Rate 1/10 15/16
 Gold Leaf 100 touch, per taal 1/10 15/16
 Bar Silver 1/10 15/16
 Dollars 1/10 15/16

OPPIUM QUOTATIONS

Hongkong, 23rd October.
 To-day's quotations are as follows:
 BENGAL—New Patna @ 537 1/4
 New Benares @ 571
 Old Patna @ 550
 Old Benares @ 525 nom.
 MALWA—New and Last years @ 500/500
 1/2 years old @ 510/510
 1/4 years old @ 520/520
 Patna @ 530
 Patna @ 530
 Patna @ 530
 Patna @ 530

THE SHARE MARKET.

LATEST QUOTATIONS.
 (OCTOBER 23rd.)

COMPANIES.

Hongkong and Shanghai Banking Corporation \$ 125 \$620 sellers
 The Bank of China and Japan, Limited—(Preference) £ 5 nominal
 The Bank of China and Japan, Limited—(Ordinary) £ 4 £0.15
 The Bank of China and Japan, Limited—(Deferred) £ 1 £0.5
 National Bank of China, Limited £ 1 \$174 sellers
 Do. £ 1 \$15 sellers

Marine Insurances.

Union Insurance Society of Canton, Limited \$ 50 \$125 buyers
 China Traders' Insurance Company, Limited \$ 25 \$59 sellers
 North China Insurance Company, Limited £ 25 \$121 100 buyers
 Yangtze Insurance Association, Limited \$ 50 \$120 buyers
 Canton Insurance Office, Limited \$ 50 \$155 ex div. buyers
 Straits Insurance Company, Limited £ 20 nominal

Fire Insurances.

Hongkong Fire Insurance Company, Limited \$ 50 \$357 buyers
 China Fire Insurance Company, Limited £ 20 \$85 sales

Shipping.

Hongkong, Canton, and Macao Steamboat Company, Limited \$ 15 \$344 buyers
 Indo-China Steam Navigation Company, Limited £ 10 \$149 buyers
 China and Manila Steamship Company, Limited \$ 50 \$60 buyers
 Douglas Steamship Company, Limited \$ 50 \$47 sellers
 China Mutual Steam Navigation Company, Limited—(Preference) £ 10 £10 buyers
 China Mutual Steam Navigation Company, Limited—(Ordinary) £ 5 £5 sellers
 China Mutual Steam Navigation Company, Limited—(Ordinary Bonus) £ 7-10 £7.10 sellers
 Star Ferry Company, Limited £ 10 \$244 buyers
 "Shell" Transport and Trading Company, Limited £ 1 £2 sellers

Refineries.

China Sugar Refining Company, Limited \$ 100 \$150 buyers
 Luzon Sugar Refining Company, Limited \$ 100 \$17 sellers

Mining.

Punjom Mining Company, Limited \$ 9 \$4 sellers
 Punjom Mining Preference Shares \$ 1 \$1
 Societe Francaise des Charbonnages du Tonkin Francs 250 \$325
 Cents 25 \$4 cents sales
 Tebeu Mining and Trading Company, Limited £ 5 \$44 sellers
 Raub Alluvial Gold Mining Company, Limited £ 10 \$14 sellers
 Olivers Freehold Mines, Limited £ 5 nominal
 Olivers Freehold Mines, Limited £ 5 nominal

Docks, Wharves and Godowns.

Hongkong and Whampoa Dock Company, Limited \$ 50 \$287
 Hongkong and Kowloon Wharf and Godown Company, Limited \$ 50 \$97 sellers
 Wanchai Warehouse and Storage Company, Limited \$ 37 nominal
 New Amoy Dock Company, Limited \$ 64 \$254 buyers

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Company, Limited \$ 10 \$9.75 sales
 Hongkong Land Investment and Agency Company, Limited \$ 100 \$193 buyers
 Kowloon Land and Building Company, Limited \$ 50 \$314 buyers
 West Point Building Company, Limited \$ 50 \$60 buyers
 Hongkong Hotel Company, Limited \$ 50 \$140 sales
 Oriente Hotel Company, Limited \$ 50 \$55
 Humphrey's Estate and Finance Company, Limited \$ 10 \$134 buyers

Cotton Mills.

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited \$ 10 \$13 buyers
 Ewo Cotton Spinning and Weaving Company, Limited Taels 100 Taels 41 buyers
 International Cotton Manufacturing Company, Limited Taels 100 Taels 35 buyers
 Laou-kung-mow Cotton Spinning and Weaving Company, Limited Taels 100 Taels 42
 Soy Chee Cotton Spinning Company, Limited Taels 100 Taels 200
 Yehloong Cotton Spinning Company, Limited Taels 100 Taels 11

Oiler Companies.

Alhambra, Limited \$ 500 \$500 sellers
 Philippine Tobacco Trust Co., Limited \$ 50 \$50 nominal

Miscellaneous.

Green Island Cement Company, Limited \$ 10 \$224 buyers
 China-Borneo Company, Limited \$ 15 \$38 sellers
 A. S. Watson & Co., Limited \$ 10 \$16 sellers
 Watkins, Limited \$ 10 \$10
 Hongkong Electric Company, Limited \$ 10 \$14 buyers
 Hongkong Electric Company, Limited \$ 5 \$64 buyers
 Hongkong and China Gas Company, Limited \$ 10 \$140 buyers
 Hongkong Rope Manufacturing Company, Limited \$ 50 \$177 sales
 Geo. Penwick & Co., Limited \$ 25 \$55 sellers
 Hongkong Ice Company, Limited \$ 25 \$83 buyers
 Hongkong High-Level Tramways Company, Limited \$ 100 \$280 buyers
 Dairy Farm Company, Limited \$ 6 \$38 buyers
 Hongkong and China Bakery Company, Limited \$ 50 \$50
 Campbell, Moore & Co., Limited \$ 10 \$20 buyers
 Bell's Asbestos Eastern Agency, Limited \$ 1 \$10
 United Asbestos Oriental Agcy., Limited \$ 5 \$2 sellers
 Tebrau Planting Company, Limited \$ 5 \$1 buyers
 Universal Trading Co., Limited \$ 20 \$18 sellers
 Hongkong Steam Water-boat Co., Limited \$ 5 \$8 buyers
 China Light and Power Co., Limited \$ 20 \$20 sellers
 Robinson Piano Co., Limited \$ 5 \$50
 Manila Investment Co., Limited \$ 50 \$50 nominal

BENJAMIN, KELLY & POTTS
 Share Brokers.
 Telegraph Address—"Rialto."
 Telephone No. 148.

CHINA COAST METEOROLOGICAL REGISTER.

22ND OCTOBER, 1901, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.		WEATHER.
					DIRECTION.	FORCE.	
Wladivostok	2 p.m.	30.14	59	—	SW	5	—
Tokio	"	30.37	—	—	NE	2	—
Kochi	"	30.31	—	—	—	0	—
Nagasaki	"	30.19	—	—	NE	2	—
Kagoshima	"	30.19	—	—	E	8	—
Taihou	"	29.99	—	—	NE	6	—
Taichu	"	29.89	—	—	NW	2	—
Tainan	"	29.91	—	—	N	4	—
Koshun	"	29.91	—	—	E	4	—
Pescadores	"	29.95	—	—	NE	8	—
Gutlaif	3 p.m.	30.16	70	90	NE	1	cm
Sharp Peak	"	30.08	74	53	E	1	—
Amoy	"	29.99	80	74	NE	3	—
Swatow	"	29.97	79	—	SE	3	—
Canton	"	29.98	80	72	W	2	—
Hongkong	4 p.m.	29.98	77	66	E	1	—
Victoria Peak	"	—	—	—	NW	1	—
Gap Rock	"	30.00	—	—	E	1	—
Macao	"	29.98	81	—	S	1	—
Haiphong	1 p.m.	—	—	—	—	—	—
Manila	4 p.m.	29.72	82	77	W	1	—
Malate	3 p.m.	—	—	—	W	2	—
Bacolod	"	—	—	—	SW	2	—
Iloilo	"	29.76	84	—	NW	2	—
Cebu	"	29.75	83	—	SW	1	—
Cape S. James	"	—	—	—	—	0	—

23RD OCTOBER, 1901, A.M.

Wladivostok	7 a.m.	26.87	56	32	W	1	c
Tokio	10 a.m.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihou	5 a.m.	29.97	—	—	E	6	—
Taichu	"	29.88	—	—	—	0	—
Tainan	"	29.89	—	—	N	2	—
Koshun	"	29.90	—	—	NE	8	—
Pescadores	"	—	—	—	—	6	—
Gutlaif	9 a.m.	30.18	68	95	N	1	f
Sharp Peak	"	30.06	74	72	WNW	1	o
Amoy	"	30.02	75	68	WNW	1	c
Swatow	"	—	—	—	—	—	—
Canton	"	—	—	—	—	—	—
Hongkong	10 a.m.	30.02	80	61	—	0	b
Victoria Peak	"	—	—	—	N	1	—
Gap Rock	"	30.01	—	—	NE	3	—
Macao	"	30.04	80	—	NE	1	c
Haiphong	7 a.m.	—	—	—	—	—	—
Manila	10 a.m.	29.72	75	100	SEE	3	or
Malate	9 a.m.	—	—	—	S	3	or
Bacolod	"	—	—	—	—	2	—
Iloilo	"	29.85	83	—	NW	2	c
Cebu	"	29.83	85	—	SW	2	c
Cape S. James	7 a.m.	—	—	—	SW	1	o

On the 23rd at 11.40 a.m. The barometer has fallen considerably in Luzon, and slightly on the China coast. The depression, lying to the E. of the Philippines during the past few days, has crossed Luzon and lies now off the coast to the NW of Manila. It appears to be moving Westwards at present. Increasing monsoon on the China coast, and strong N and NE winds to gales in the NE part of the China Sea. Forecast—N winds, moderate to fresh; fine.

F. G. FICG,
 First Assistant.

HONGKONG OBSERVATORY,
 Wednesday, 23rd October, 1901.

PROJECTED SAILINGS.

Destination.	Vessels.	Agents.	Date of Leaving.
Anping, Stow & Amoy.	Maidzuru Maru	Mitsui Bussan Kaisha	Oct. 30.
B'bay v. Spore & C'mbo.	Kagoshima Maru	Nippon Yusen Kaisha	Oct. 25, at 4 p.m.
Bremen & Ports of Call.	Preussen	Melchers & Co.	Feb. 5, at noon.
"	Eschenburg	"	Feb. 19, at noon.
"	Kiautschou	"	Oct. 31, at noon.
"	Bayern	"	Nov. 13, at noon.
"	Stuttgart	"	Nov. 27, at noon.
"	König Albert	"	Dec. 11, at noon.
"	Prinzess Irene	"	Dec. 25, at noon.
"	Prinz Heinrich	"	Jan. 8, 1902, at noon.
F'chow v. Stow & Amoy	Anping Maru	Mitsui Bussan Kaisha	Nov. 6, at daylight.

